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號一廿月三年一十一百九千一英

HONGKONG, TUESDAY, MARCH 21, 1911.

日一廿月二年三統宣

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ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., O.M.G.
T. F. Hough, Esq., C. J. Lafrentz, Esq.
Hongkong, November 16 1909. 1424

SPORTING.
Billiards.

SOLDIERS' CLUB TOURNAMENT.

The last two games between the K.O.Y.L.I. and the R.E. in the semi-final of the Soldiers' Club Tournament were played last evening and resulted in both games being won by the R.E., who qualified for the final. The full scores are as under—

R.E.	K.O.Y.L.I.
Cpl. Hantley 250	Le. Cpl. Harris 212
Q.M.S. Starling 203	Pte. Loukes 250
Q. M. S. Barr 240	Le. Cpl. Dwyer 250
Father 240	say 250
S. Sgt. Goddard 219	Pte. Stanning 250
Capt. Addison 250	ter 174
Lieut. Aston 250	Pte. Harris 186
Sgt. Hubber 250	Le. Collis Browne 179
Sgt. Lowry 250	Le. Day 189

Total 1913 Total 1880

The R.E. will now play the winners of A.O.D. and H.K. Volunteers in the final.

Athletics.

SPALDING'S ATHLETIC ALMANAC.

We have received a copy of Spalding's Athletic Almanac for 1911 which is published by the American Sports Publishing Co., of 21 Warren Street, New York, at the modest price of ten cents. It comprises some 300 pages and is a valuable record book of all branches of athletics. A feature of the Almanac is the section devoted to athletic records of the different countries of the world. Many pages are devoted to England, France, Germany, Sweden, Ireland, Belgium, Bohemia, Holland, Finland, Australia, New Zealand, South Africa and other places. This is said to be the only book published which contains records of foreign countries. The illustrations in the almanac are exceedingly good. The most noted athletes of the day are shown, as well as athletic scenes of notable incidents of the year. For these alone the book should be kept yearly, as they include the pictures of over one thousand athletes.

Mr. Vaughan, the Treasurer of South Australia, speaking in Adelaide announces that the Government are about to throw open three million acres of agricultural land. They felt the time had arrived when immigrants could be welcomed, and the Government were preparing to make advances to settlers with a limited amount of capital.

REMEDY WHICH NEVER FAILS.

DIARRHOEA should be cured without loss of time and by a medicine which the Chamberlain's Colic, Cholera and Diarrhoea Remedy not only cures promptly but produces no unpleasant after effects. It never fails and is pleasant and safe to take. For sale by all Chemists and Storekeepers.

Business Notices.

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and Engineering Work and Repairs of every description.

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HONGKONG TO CANTON—Daily at 8 A.M. (Sundays excepted) and 10 P.M. (Sundays excepted).
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HONGKONG TO MACAO—Daily at 8 A.M. and 5 P.M.
MACAO TO HONGKONG—Sundays at 9 A.M. and 1 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The exact times of departure can always be ascertained at the Office of the Company or Messrs. THORS, COOK & SON.

The above sailings are subject to change.

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Hongkong, December 6, 1910. 13

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A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position. Large and airy Rooms. Luxuriously furnished. Electric Light and Fans throughout. Sanitary arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.
Ladies Afternoon Tea Rooms. Special rates for married families on application to the Manager.

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F. REICHMANN, Proprietor. J. H. OXBERRY, Manager.
Telephone No. 197. Tel. Exchange Address: COMFORT, Hongkong.
Hongkong, November 10, 1909. 1374

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G. GAMEAU Proprietor. N. BLUMENTHAL, Manager.
Hongkong, October 3, 1908. 13

THE BEER THAT'S BREWED TO SUIT THE CLIMATE.

O.B. BEER

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ORIENTAL BREWERY LTD.
HONGKONG.

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the **HONGKONG HOTEL** on SATURDAY, 25th March, at 8 o'clock P.M. Members and Devonians wishing to attend are requested to send their names to—

M. S. NORTHGATE,
Hon. Secretary.
Hongkong, March 2, 1911. 307

Business Notices.

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THE MOST ECONOMICAL LUBRICANT KNOWN.
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MATINEES EVERY SATURDAY AND SUNDAY, at 4 P.M.
Cents 50, 30 & 20. Children Half Price to all Parts.

SEE HAND BILLS.

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Hongkong, October 28, 1910. 1314

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A Valuable Remedy for Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs. Price \$1.00 per bottle.

CHILDREN'S COUGH MIXTURE.
Gives immediate relief. Price 60 cents per bottle.

MARTIN'S MIXTURE.
A specific for Influenza, Hay Fever, Cold in the Head. Price \$1.00 per bottle.

Prepared only by—
THE VICTORIA DISPENSARY.

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UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
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Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Terms—From \$5 per day Max. Telephone Add: "Peaceful".
Town Office. 4, Des Voeux Road.
Hongkong, February 8, 1909.

THE CLUB HOTEL.
Best Attention Paid to Guests.
No. 5, Bund, YOKOHAMA.
Hongkong, March 1, 1911. 299

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This Temperance Hotel has been established to meet the requirements of those who desire all the conveniences and advantages of the modern Hotels at moderate charges.

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O. E. OWEN, Proprietor

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A Russian Jew, by F. Whishaw	1.75	In the Foreign Legion, by E. Rosen	6.50
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The Natural History of Coal, by E. A. N. Arber	.80		
Chinese Moral Maxims, Translated by Sir J. F. Davis	.40		
Potted Gold, by H. Fulford	.80		
New Games of Patience, by M. W. Jones	2.75		
Gas Engines, by W. J. Marshall and Capt. H. R. Sankey	6.35		
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America Through English Eyes, by R. H. St. John	2.00		
The Fiji of To-day, by J. W. Burton	6.50		

The LAW OF TRADE MARKS
The Trade-Marks Ordinance 1909.
The Merchandise Marks Act 1889 of Hongkong.
by O. D. Wilkinson. \$10.00.

The EDUCATIONAL REFORM IN CHINA.
By Henry Blair Graybill. \$2.00.

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NEW SELECTIONS OFDIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1788.

MASSEY'S

1911 Directory.

NOW COMPILING.

New Firms, Clubs, Associations, etc., not appearing in the last issue are requested to
send in their names to 19, HOTEL MANSIONS, 4TH FLOOR.
NOTE.—This information is published free of charge.**"SOUVENIR"**

CALENDAR AND BLOTTER FOR 1911.

Pretty and Acceptable Xmas or New Year's Gift.

ON SALE.—KELLY & WAUGH, LD.; HARVEY & CO., LD., CHINA MAIL, LD.
Hongkong August 23, 1910.**IA LINE**

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BURT BOULTON AND HAYWOOD LTD., LONDON.
FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVA-
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IT IS THE STRONGEST AND MOST POWERFUL**CARBORIC DISINFECTING FLUID,**THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE
USE. A LITRE OF 2 PER CENT. BEING SUFFICIENT.Recommended by Sanitary Authorities.
Government Analysis at Buyers' Disposal.**SOTOR.**

AVENARIUS' WORLD-KNOWN COPPER PRINT.

For the Bottoms of Vessels and Boats and for the Coatings of
all Wooden Structures of Wharves and Docks. Penetrates deep
into the wood, thus rendering same immune against attacks of
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Hongkong, May 6, 1908.

Intimations.

**MITSU BISHI GOSHI KWAISHA**
(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKA-
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Codes:—AI, ARO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.MANILA: Messrs Macondray &
Co.

SINGAPORE: Messrs Borneo Co. Ltd.

For particulars, apply to

H. OISHI,

Manager,
No. 2, PADDER STREET,
HONGKONG.

Hongkong, January 9, 1909. 818

OXFORD & CAMBRIDGE DINNERS.

THE ANNUAL DINNER of Members

of the above University will be held

on SATURDAY, April 1st, at 7.45 P.M.,

in the Honorable Club. Members intend-

ing to dine are requested to notify either

of the Undersecretary.

P. W. GOLDING

(Oxford).

H. L. O. GARRETT

(Cambridge).

Hongkong, March 20, 1911. 333

NOTICE TO CONSIGNEES.

J. A. B.

1/2-2 chas. Persian (Opium from

Bombay) ex ss. "Jaguar" arrived

Hongkong 17/2/11.

THIS is to give notice that the above

CHESTS of OPIUM are lying in

the Godown of the P. & O. S. N. Co. at

Hongkong, at Consignees' risk and expense.

Interested parties are requested to com-

municate with the Undersecretary with a

view to delivery being effected.

E. A. HEVETT,

Superintendent,
P. & O. S. N. Co., Hongkong.

Hongkong, March 20, 1911. 334

NOTICE.

THE Undersecretary beg to inform the

Public that the business of LUEN

YIK Firm, Building Contractor, No. 61,

Des Vaux Road Central, is heretofore

carrying on between Mr. LAM DORE

alias LAM TSAN YIP TONG and Mr.

LAM WOO, and has on the 4th day of 5th

Moon of Hsuan Tung, willingly transferred

my share to the latter for \$500 besides my

capital was clearly counted and returned.

After this date the interest and responsi-

bility of the said firm for me ceased and

Mr. LAM WOO agreed to discharge all

debts on all unfinished works. If there

may be any interest laid aside on the above

mentioned works after all debts were paid

off by him a dividend will be made accord-

ing to many shares as before.

(Signed) LAM DORE.

Hongkong, March 20, 1911. 334

NOTICE.

I, the Undersecretary, formerly carrying on

business as Building Contractor in the

LUEN YIK Firm, have this day

OPENED a Firm under the name of WANG

YIK situated in No. 4, GARDNER STREET,

Wanchai, for the purpose of Building

Contractor, Diver and Wharf Building.

Should there be any works received in

future I am always prepared to give them

every satisfaction.

(Signed) LAM DORE.

Hongkong, March 20, 1911. 337

Popular.

ASAHI BEER

OBTAINABLE EVERYWHERE.

SOLE AGENTS

MITSU BUSSAN KAISHA.

Hongkong, December 17, 1910. 1822

HONGKONG GENERAL CHAM-

BER OF COMMERCE.

The Chairman's Review of a
Year's Work.The annual meeting of the Hongkong
General Chamber of Commerce was held
at the City Hall on Monday afternoon.
Hon. Mr. E. A. Hewett presided and there
were present:—Hon. Mr. Henry Keswick,
vice Chairman, Messrs W. Logan, J. W. C.Donnan, B. A. Sieh, N. J. Stahl, G. H.
Medhurst, G. Friedland, H. W. Robertson,
H. H. Armstrong, committee: W. S.
Daley, Wong Leung Jia, C. S. Gubbins,
A. Forbes, J. J. Leiria, J. Wilkie, A.
Charlton, G. Helley White, G. Balloch,
J. W. Bolles, W. A. Dowley, W. G. Ham-
phreys, W. C. Jack, F. Lieb, H. Schmidt,
D. K. Setna, F. P. Tait, W. Andai, G.
M. Young, D. Hogg, A. D. Barretto, W.
G. Darby, T. F. Hough, W. Dickson, M.
Sewant, and the secretary, Mr. E. A. M.
Williams.The secretary read the notice convening
the meeting.The Chairman said:—Gentlemen, the
report and accounts for the Chamber for
the year 1910 have been in your hands
for some days and with your permission
therefore we will take them as read. Before formally
putting the resolution now before the meeting,
I will make a few remarks as to the more
important matters which have been dealt
with by the Chamber during the past year.

THE CONSTRUCTION OF REGULATIONS.

Taking them seriatim, the first subject,
in itself perhaps, of not now so great
moment, was the construction upon certain
regulations, controlling the carriage of
Asian passengers in vessels passing
through this port. In this individual case
the protests made by the Committee were
favourably accepted by the Government
and we are assured similar difficulty will
not arise in the future. The reason why I
make special reference to the matter is,
that while admitting Government regula-
tions are in the greater majority of cases
enforced with moderation and common
sense we have however from time to time,
and this unfortunately of late years espe-
cially in the Department I am referring to,
found rules insisted upon without the
above mentioned saving clauses. I could
if necessary quote cases to prove my con-
tention but at the moment it only appears
necessary to refer to the fact that an un-
reasonably strict adherence to the ex-
istence of the law may seriously affect the
prosperity of our Colony and has in the
past actually resulted in permanently di-
verting certain sections of trade from our
harbour.

BARRAGE DUES.

Most of us, though we have all passed by
Aden, would hardly have considered there
was much in common between these
two widely-separated ports, but a letter
from the Port Trust of that station has
again raised the question of Harbour Dues
on shipping, by asking whether a reduction
in these might not induce more vessels to
call. Needless to state the reply has been
entirely sympathetic. Almost from the
first time of the existence of our Chamber
our predecessors have urged upon the
Hongkong Government the desirability of
freeing shipping from all charges whatso-
ever and whenever, as happened from time
to time, an anxious Governor or a greedy
Treasury, casting a covetous eye over the
harbour, has decided in order to balance
his books or to procure funds for public
works, to increase taxation, the cry has
always been the same; put up the light
dues. The policy is unsound and as I have
emphatically stated on more than one
occasion is in the long run calculated to
react against the prosperity of the Colony.
I am glad therefore of the opportunity
thus offered us by our far distant brother
dependency of the Crown to reiterate these
statements.

BONDED WAREHOUSES.

The next matter of importance dealt
with in the report is that of certain old
established firms being refused, and with-
out any explanation being offered, the
right already granted to many others,
chiefly native wine merchants, of having
their own bonded warehouses. This
appeared to me so detrimental to the trade
and so opposed to the promises made by
His Excellency when this most unpopular
measure dealing with the liquor trade was
introduced, that the committee took the
matter up strongly and we are glad to be
able to report that the Officer Administer-
ing the Government ultimately acceded to
the request put forward.

JAPAN'S NEW TARIFF.

During the year copies of the proposed
new tariff with Japan were received from
the Government and the attention of the
members of the Chamber, and the public
generally, was specially directed to the
matter. There is unquestionably much to
which exception might be taken on many
points in this tariff and we trust the rep-
resentations on the subject which we now
understand are being made to the Japanese
Government may result in considerable
modification being made to meet the re-
quirements of British trade with Japan.To show how in some directions the
demands of the Japanese may seriously
injure, if not altogether destroy, certain
branches of business now in existence, I
will here refer to the question of prop-
rietary medicines entering into Japanese
territory, which is fully explained in an
inter part of the report.

TRADE MARKS' ORDINANCE.

That very important measure the pro-
posed Trade Marks Ordinance has again
received further consideration during the
year, while owing to the construction
placed by the Harbour Master upon cer-
tain regulations controlling the importation
of asphalt for road use, an appeal to
the Government was necessary with the
result that this latter question has been
satisfactorily settled.

DISPUTES.

You will notice that with a view to re-
ducing the possibility of disputes between
importers and purchasers of pipe goods,
a proposal has been put forward that a
standard form of contract should be adopt-
ed. A sub-committee composed of re-
presentatives of some of the leading
importing houses was appointed, who have
over-reported against the proposal.

ARBITRATIONS.

The question of arbitrations has recently
been before the Committee and though not
mentioned in the report it is perhaps worth
stating here that one of the questions
which it is desirable the incoming Com-
mittee should deal with, is the drawing up
of a form of undertaking so that when re-
ference is made to the Chamber both
parties to the arbitration should enter into
an agreement to accept the award when
given.

MISCELLANEOUS.

There are many other matters which
have been considered by the Committee
during the year under review, but as these
are all duly set forth in the report and ap-
pendix, detailed reference to them does not
appear necessary.

THE OPIUM MONOPOLY.

One question however of very great im-
portance and which has constantly occupied
our most earnest attention throughout the
past ten months, has been the renewed
attempt, this time so far unhappily suc-
cessful, by the Viceroy of Canton to
establish a monopoly for the sale of raw
opium in Kwangtung and for levying a
special tax which at present stands at \$480
per chest, and it is intended shall be in-
creased as the importations are gradually
reduced. As you are aware, of late years
successive Viceroy have constantly made
similar and equally illegal efforts to in-
terfere with the opium trade under the plea
of restricting smoking, but in reality in order
to increase their revenues. This species
of abuse was in this instance also at first
advanced, but has now been abandoned and
the Viceroy frankly admits that the money
now raised is to replace the loss caused by
the stoppage of licensed gambling. Not
only this a serious blow has been struck
at a valuable branch of our trade, but
there is a wider and more important
principle involved, viz., whether a local
Chinese Official is to be permitted for the
purpose of raising additional revenue to
ignore any or all treaties which have
been made with foreign Powers and impose
such restrictions and imposts on foreign
trade as may suit him, in defiance of all
treaty obligations. An enormous mass of
correspondence bearing on the question is
now in the hands of the Committee, but it
has been considered advisable not to
publish this until the whole matter, which
is now under discussion between the two
Governments, has been finally settled. In
the meantime I will confine myself to
stating that so far as the Committee is
concerned no opportunity has been missed
for endeavouring to have a stop put to this
entirely unjustifiable action on the part of
the Kwangtung Authorities. Numerous
telegrams and despatches have been
addressed to H. M. Secretary of State for
Foreign Affairs, the British Minister at
Peking and the London Chamber of Com-
merce, while, as you are already aware,
the matter has been very strongly taken
up by the Hongkong Government, who
from the first has thoroughly supported
the protests of the British Merchants
concerned. I have had repeatedly to refer
to the question on several occasions and as
I have previously reminded you the whole
history of our Chamber is a record of one
long fight against similar interference with
lawful trade by the Chinese Provincial
Authorities, an interference which com-
mencing with opium has not infrequently
been extended to other branches of our
trade.In past years similar attempts have been
nipped in the bud through the prompt
action of the British Officials, either in
Canton or Peking. Unfortunately in this
case the Consul General at Canton did not
view the matter in the same light as his
predecessors, stating that he saw nothing
illegal in the Viceroy's proposals and that
so long as no difference was made between
native and foreign opium he would make no
representations on the subject to the
Viceroy unless ordered to do so by his
superior Officers. The Provincial Authorities
having now tasted blood will not lightly
give up the fight, and the monopoly will
continue, the illegal taxes are still being
increased, in spite of the assurance of the
Wai-wu-pu given to the British Minister
that definite instructions have been sent to
the Viceroy to discontinue the tax. The
result of the negotiations now being carried
on is awaited with interest for as I have
already stated, the principle at stake is
more than that of the fate of a single article
of commerce, however valuable that
particular commodity may be.

THE DECLARATION OF LONDON.

As you are aware a most important
agreement has recently been come to be-
tween Great Britain and other leading
Powers with regard to the vexed questionof the laws concerning naval warfare. This
agreement known as "The Declaration of
London 1909" has been signed by the
representative of His Majesty's Govern-
ment and will, we understand, shortly be
submitted for discussion in Parliament,
before being ratified. This new Inter-
national agreement is of far reaching effect,
and if accepted, will make great changes
in all neutral-trade should another war
unhappily break out between any of the
Great Powers, resulting in hostilities at
sea. That some such agreement is
required, I think, universally admitted
but it would appear that the terms of the
present one will reflect in the event of
war—most seriously, and particularly,
against all sea-borne British trade. The
Committee of the Hongkong General
Chamber of Commerce having had an
opportunity of considering certain papers
dealing with the subject, felt constrained
to add their voice to that of other British
Chambers of Commerce, in protesting
against the Declaration in its present form.
The question has already been fully dis-
cussed both in the Home papers and by
our local press, and therefore most of you
are probably fairly well acquainted with the
outlines of the question. I may
however state that the London Chamber
of Commerce on receiving the text of the
Declaration appointed a special commit-
tee under the Chairmanship of Lord
Desborough to fully consider the matter.
The conclusions and recommendations
of this committee were as follows:—That
the Declaration of London should not be
ratified in its present form or be madeeffective by the passing of the Naval Prize
Bill now before Parliament. That the
effect of the Declaration is to alter the
Law of Nations as hitherto maintained in a
manner entirely unprecedented and to
expose to capture or deliberate destruction
food supplies borne to any part of Great
Britain in neutral vessels. That the absence
of any provision in the Declaration for
preventing the conversion of merchant
vessels into commerce destroyers on the
high seas constitutes a valid reason for
praying His Majesty's Government to de-
cline to ratify the Declaration or to pro-
ceed with the Naval Prize Bill. That the
admission of the principle of destruction of
neutral prizes would be in the highest
degree prejudicial to the interests of this
country. These recommendations were
formally adopted by the Council of the
London Chamber of Commerce on 14th
November last. In order to make the
position of H. M. Government plain in the
matter, correspondence bearing on the sub-
ject was presented to both Houses of
Parliament (miscellaneous No. 4 1910.)This correspondence as here published was
carried on between the Foreign Office and
the following bodies:—The Glasgow Cham-
ber of Commerce, The Leith Shipowners'
Society, The Edinburgh Chamber of
Commerce, The British Branch of the
Naval League, and the Belfast Cham-
ber of Commerce; who together may
be taken as well representing the various
Committees more directly interested in
the over-seas trade of our Empire. All
these bodies strongly supported the
London Chamber in urging that the ratify-
ing of the Declaration would cause great
injury to our trade and most seriously
affect our supplies of food stuffs and raw
materials for our home manufactures in
time of war. A careful perusal of the
Declaration should, I consider, convince
any impartial person that this agree-
ment if ratified will far more seriously
affect Great Britain than any Continental
Power and will therefore place a serious
handicap upon us in the event of our being
unfortunately engaged in warfare with one
of our neighbours. There are other points,
particularly the list of articles which it
is proposed should be considered contraban-
dum, to which reference might be made,
but this is hardly a fitting moment for
going fully into details. After a very
careful consideration of the documents
referred to, the Committee decided to
telegraph to the London Chamber of
Commerce strongly endorsing and support-
ing the finding of the special committee
and added that we had asked His Excel-
lency the Governor to telegraph an ex-
pression of our opinion to the Secretary of
State for the Colonies. All of us residents
in Hongkong, having of recent years had
personal experience of what naval warfare
means to neutral trade must, I feel sure,
be united in protesting against the terms
of this Declaration. The food question is,
of course, of the greatest moment to the
British Isles and under the circumstances
it seems difficult to understand how H. M.
Government could come to the agreement
they have. So long ago as our wars
with Napoleon I, this question
arose and it may therefore be worth
while here stating that in 1795 Great
Britain being at war with France, declared
food stuffs carried on the high seas in
neutral shipping destined for a French
port to be contraband and therefore liable
to capture. On protests however being
made by the United States of America,
Denmark and Sweden, this was modified
to cargoes destined for French naval or
military stations. It seems strange that
this humane policy should have been
abandoned by the Great Powers. I have
dealt so fully with this question, gentlemen,
as I feel we should speak in no uncertain
voices on so important a matter. We all
or nearly all, have had personal experience
of what took place during the recent wars
of Japan first with China and later with
Russia, while some of us can remember
how the difficulties which arose in regard to
neutral trade during the war between
France and China. We can consequently
speak of our direct experience and can

(Continued on Page 7.)

Intimations.

Scientific

OPTICAL KNOWLEDGE

conscientiously applied insures you a
perfect fit in the way of glasses.If your eyes trouble you see
us and have the satisfaction of know-
ing the cause.

EYES EXAMINED.

LENSES DUPLICATED.

GLASSES FITTED.

TORIC LENSES a specialty.

CLARK & Co.
OPTICIAN
HOTEL MANSIONS HONGKONG

PEDDER ST. Entrance

Opp. New Post Office Building.

Hongkong, February 14, 1911. 77

GREEN ISLAND CEMENT CO.,

LIMITED.

THE TWENTY-SECOND ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the COMPANY will be held
in the Office of the General Managers, St.
George's Building, Victoria, Hongkong, on
SATURDAY, the 25th day of March,
1911, at 11.30 o'clock A.M., for the purpose
of receiving a Statement of Accounts and
the Report of the General Managers for
the year ending 31st December, 1910,
and electing a Consulting Committee and
Auditors.The TRANSFER BOOKS of the Com-
pany will be CLOSED from MONDAY,
the 20th day of March, 1911, until SATUR-
DAY, the 25th day of March, 1911, both
days inclusive.SHEWAN, TOMES & CO.,
General Managers.

Hongkong, March 16, 1911. 378

THE CHINA-BORNEO COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY YEARLY
MEETING OF SHAREHOLDERS of
the above Company will be held at the
COMPANY'S OFFICE, St. George's Building,
at 12.15 P.M., on TUESDAY, the 28th
March, 1911, to receive a Statement of
Accounts to the 31st December, 1910, and
the Report of the General Manager and
Consulting Committee and to elect a Con-
sulting Committee and Auditor.The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 14th March
to the 28th March, both days inclusive.THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.

Hongkong, March 9, 1911. 34

**THE BIRD IN
THE HAND**(A BIRD IN THE HAND IS
WORTH TWO IN THE BUSH.)'THE bird in the hand' is the
merchant is the customer within
the stars. It requires some sort of
attraction in the first place to get the
customer there—about the best at-
traction is a real advertisement—
something good that will catch the eye
that has been carefully written, art-
istically compiled and strikingly set up.
Advertisements in the China Mail and
Overland China Mail read the best,
look the best and give the best results.

Hongkong, April 12, 1910. 484

STEAM LAUNDRY CO.,
YAUMATI

ESTABLISHED 1869.

THE only successful Steam Laundry in
the Far East. THE ONLY LAUN-
DRY IN THE COLONY UNDER
EUROPEAN SUPERVISION.
Filtered Water. Regular Delivery.
Flannels and underwear washed by skilled
Japanese. Monthly rates quoted. Free cleaning
a specialty. Depot No. 4, Beaconsfield
Avenue. Tel. K33.

R. WOOD

Manager

Hongkong, January 27, 1911. 134

YEE SANG FAT,
OPPOSITE POST OFFICE.**TAILORS AND OUTFITTERS.**
STYLE AND FIT
GUARANTEED.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, March 16th, 1911.
At 100 cents per Dollar Mexican.

Butcher Meat.

Butcher Meat.	Price
Beef Sirloin & Prime Cut—Moi Lung Pa	lb 20
Beef, Corned—Hun Ngau Yuk	.. 22
Beef, Roast—Shiu	.. 22
Beef, Breast—Ngau Lun	.. 20
Beef, Soup—Tong Yuk	.. 15
Beef, Steak—Ngau Yuk Pa	.. 22
Beef, Sirloin Cut—Ngau Lau	.. 20
Sauces—Ngau Ching	.. 20
Sallock's Brains—Know	per set 9
Tongue fresh—Ngau Li	each 60
.. corned—Ham Ngau Li	.. 85
Head—Ngau Tan	.. 18
Heart—Ngau Sum	.. 18
Hump, Salt—Ngau Kin	.. 18
Feet—Ngau Kark	.. 8
Kidneys—Ngau Yiu	.. 9
Tail—Ngau Mei	.. 18
Liver—Ngau Koi	.. 12
Tripe—(unwashed)—Ngau To	.. 8
Calve Head & Feet—Ngau-chai-tan-kark, set	81
Mutton Chop—Young Poi Kwat	.. 22
Leg—Young Poi	.. 22
Shoulder—Young Shau	.. 20
Chillings—Chu Chong	.. 20
Brains—Chu Know	per set 24
Feet—Chu Kark	.. 14
Fry—Chu Chak	.. 25
Head—Chu Chak	.. 15
Heart—Chu Sum	each 13
Kidneys—Chu Yiu	.. 9
Liver—Chu Chai	.. 30
Pork Chop—Chu Fai Kwat	.. 20
.. Corned—Hun Ngau Yuk	.. 20
Leg—Chu Poi	.. 24
Fat or Lard—Chu Yau	.. 15
Sheep Head and Feet—Young Tau Kark set	50
Heart—Young Sum	each 6
Kidneys—Young Yiu	.. 9
Liver—Young Chai	.. 14
Sucking Pigs—To Orisk—Chu Chai	.. 22
Suet, Beef—Sung Ngau Yau	.. 20
Mutton—Sung Young Yau	.. 20
Yau—Ngau Chai Yuk	.. 20
Sauces—Ngau Chai Ching	.. 20

Poultry.

Poultry.	Price
Chicken—Kai Chai	.. lb 32
Capons, Large, Small—Siu Kai	.. 32
Ducks—Ap	.. 22
Doves—Pan Kau	each ..
Eggs—Hen—Kai Tau	per doz 24
Fowls, Canton—Kai	.. lb 35
.. Hainan—Hoi Nam Kai	.. 32
Geese—Ngai	.. 22
Geese, Wild—Shi—Shung-hoi Yau Ngai pair	.. 50
Mus Deer—Wong Keng	each ..
Hare, Shanghai—Yu Chai	.. 32
Partridge—Che Khoo	.. 55
Pheasant—Shan Kai	.. pair 1.50
Pigeons, Canton—Pak Kuo	each 35
.. Hoihow—Hoi Hoi Pak Kuo	.. 30
Quail—Um Chun	.. 20
Rice Birds—Wo Fa Cheuk	.. dozen ..
Snipe—Sa Choy	each 25
Avocets, Cook—Phor Kai Kung	.. 80
.. 45
Wild Ducks—Shi—Shung-hoi Yau Ap pair	.. 60
Teal—Sui Ap Chai	.. 60
Wild Ducks Canton—Sung Shing Sui Ap	100

Fish.

Fish.	Price
Barbel—Ka Yu	.. lb 10
Bream—Bin Yu	.. 15
Canton Fresh Water Fish—Hoi Sin Yu	.. 15
Carp—Li Yu	.. 18
Catfish—Chik Yu	.. 17
Codfish—Mun Yu	.. 18
Crabs—Hoi	.. 18
Cuttle Fish—Muk Yu	.. 14
Dab—Sa Mang Yu	.. 10
Dace—Wong Mei Lun	.. 11
.. 9
Eels, Conger—Hoi Mann	.. 16
.. Fresh water—Tun Siu Yu	.. 15
Eels, Yellow—Wing Sin	.. 28
Frog—Tien Kai	.. 32
Garoupa—Sek Fan	.. 56
Gudgeon—Pak Kuo Yu	.. 12
Herring—Tao Pak	.. 18
Halibut—Cheung Kwan Kuo	.. 28
Labrus—Wong Fa Yu	.. 16
Loach—Wu Yu	.. 28
Lokeas—Lung Ha	.. 18
Mackerel—Chi Yu	.. 22
Monk Fish—Mong Yu	.. 24
Mullet—Chai Yu	.. 22
Oysters—Sung Hoo	.. 20
Parrotfish—Kai Kung Yu	.. 18
Perch—Tau Loo	.. 10
Pike—Fa Paw Poong	.. 8
Plaice—Fan Yu	.. 18
Pomfret, Black—Hak Chong	.. 22
Pomfret, White—Pak Chong	.. 28
Prawns—Ming Ha	.. 40
Ray—Pai Fa Sa	.. 9
Rock Fish—Sok Ka Kung	.. 15
Sole—Chun Yu	.. 1

肉食

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Salmon—Ma Yau Yu	.. lb 28
Shark—So Yu	.. 11
Skate—Po Yu	.. 11
Shrimps—Ha	.. 24
Snapper—Lap Yu	.. 20
Solom—Tat Sa Yu	.. 18
Tanch—Wan Yu	.. 18
Turbot—Cho Hui Yu	.. 22
Turtles, small, fresh water—Kark Yu	.. 60
White Bait—Ngau Yu Chai

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A SATIRE ON SOCIETY.

Doings of A Smart Party at A Country House.

Doings of A Smart Party at A Country House.

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Doings of A Smart Party at A Country House.

Doings

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson & Co., Ltd.,

ALEXANDRA BUILDINGS.

THE Piano

MOUTRIE'S

NEW MODEL

OVERSTRUNG

Price \$425.

GUARANTEED FOR

FIVE YEARS.

LIBERAL DISCOUNT GIVEN FOR CASH.

MOUTRIE & CO., LD.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED,

ALEXANDRA BUILDINGS.

NEW STOCK

LADIES RAINCOATS

IN ALL THE

Latest Shapes

PLENDID SELECTION

IN

various Textures.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

'EMPIRE'

CINEMATOGRAPH THEATRE.

PIONEER HALL OF THE COLONY
Des Vaux Road Central,
Opposite Central Market.

Performances—7.15 to 9 and
9.15 to 11.30 p.m.

TO-NIGHT

The Grand Dramatic Film

HONOUR.

THE DONNELLYS

and admire the Marvellous Dancers

Queen of the Infante Artists.

KITTY DONNELLY.

ing one, and yet which at the same time, will not be a "freak" machine, but one capable of arduous cross-country flying.

2. The building of an aeroplane in which weight-lifting, simplicity of control, and solidity of construction will outweigh considerations of speed.

3. The evolution of a type of machine in which the plane surfaces may be enlarged or reduced at will during flight so as to give wide ranges of speed, and particularly to permit of an ascent or descent being made at a lower rate than is at present possible.

The first machine is required by the aviators who will compete for the great prizes offered for long, fast flights. The second aim of construction is in response to the military demand for a machine suitable for use in the field. The third might answer both the other demands, since it will have increased speed, and be easier to control than any machine yet invented. As far as speed is concerned, the present extreme limit is 75 miles an hour. Considering the fact that an

automobile, with the tremendous opposition of friction to overcome, can go half as fast again, the room for improvement is great. It is agreed that a 150 h.p. engine that will be seen on a monoplane this Spring should drive the craft at the rate of 80 or 85 miles an hour, and some designers believe that they have only to increase the horse-power to make the desired 100 miles. Others, again, insist that progress in this direction will be slow, and will eventually reach a limit, prescribed by the extra weight of the more powerful engines. One important French designer says that a 30 h.p. engine would be large enough, and that attention should be concentrated on improving the propellers. His idea is that a blade of revolutionary type remains to be discovered, and that when some one invents it, an aeroplane of comparatively small horse-power will have all the speed the most reckless can desire.

M. BLERIOT, the man who first flew across the English Channel, is at present building a four-seated monoplane, in which he foreshadows the passenger-carrying aeroplane of the future. It contains comfortable and even luxurious seats for passengers, being designed after the automobile style, and marks a considerable advance over the present two-seated machines, where the passenger clings to a perch rather than rests comfortably on a seat. M. BLERIOT made the remarkable discovery last year that his monoplane, with two persons aboard, proved more stable in a wind than when only one was carried. It may be that his four-seated aeroplane will be better balanced still. This, at least, is his expectation.

NEWS OF THE DAY.

The s.s. Paul Beau went into dock this morning at Kowloon for general repairs.

An order for a steamer of 8,500 tons for the Netherlands Steamship Company, Amsterdam, has been received by the Northumberland Steamship Company. She is to be specially fitted for the transport of pilgrims between Java and Mecca.

The Glasgow Herald says the new Anglo-Japanese Treaty has been completed. The details, however, are being kept secret until the conclusion of the negotiations for a commercial treaty which are now proceeding between Japan and Germany. It is known, however, that certain important shipping clauses are contained in the new treaty besides the tariff clauses.

Mr R. B. Haldane, Secretary of State for War, is introducing the Army Estimates in the House of Commons, referred to the various shortage of officers, and proposed the adoption of a system of nomination for Sandhurst by Headquarters, who would be required to state that their nominees have shown real capacity as Englishmen. The preliminary examination would be abolished, and each case recommended would be considered on its merits.

The Siamese Minister for War has issued a ministerial regulation with regard to the position of the employees of commercial companies under the Military Service Law. If in any year a company pays in taxes Tials 100,000 or upwards, it may have five of its employees released from the obligation to serve for that year. For Tials 50,000 paid in taxes, four men are exempted; for Tials 10,000 three men; for Tials 1,000, two men, and for Tials 100, one man. If a company has a number of branches, it is for the manager to say if he will treat the taxes paid by the company as a whole or if each branch shall be reckoned a separate entity.

NEWS OF THE DAY.

The question is being raised at Home, whether a legislative standard for bread should be enforced.

In the south of Russia the cold was so intense during February that 167 persons were frozen to death in one week.

A continued gratifying decrease in sickness in the British Army at home and abroad is reported by the Director-General of the Medical Department.

The cargo of silk shipped on board the s.s. Oceanian, which left this port on the 14th February was delivered in Lyons on the 19th March (32 days).

The steamer Carnarvonshire, which went ashore near Nabeshima on March 6, was refloated on March 10, and proceeded to Kobe under her own steam.

As advertised in another column the members of the Kowloon Bowling Green Club are holding their second annual dinner in the Club House to-morrow night.

The First Lord of the Admiralty, Mr Reginald McKenna, in introducing the Naval Estimates, stated that he would never advise a loan, which was a temporary expedient, to supply a permanent need.

The statement is made that the difference among the Chinese has made it impossible to bring forward the scheme for the reform of the House of Lords. The party will probably now concentrate on the Reform Bill.

The provisional balance-sheet of the Brussels Exhibition shows a deficit of about 130,000 francs (£27,000). This result is considered satisfactory, as the fire on August 14, 1910, cost the committee a million francs (£200,000).

The Chinese Engineering and Mining Company, Limited, report that the total output of the Company's three mines for the week ending 4th March amounted to 27,472.20 tons and the sales during the period to 29,518.40 tons.

The s.s. Zafiro returned to port about 5 o'clock on Monday evening having only left an hour previously on account of a steam pipe having burst. However the damage was only slight and the vessel left early this morning for Manila.

According to a medical authority, the number of plague-infected rats or marmots captured in Manchuria up to the end of the last month is over 28,000, thereby considerably contributing to the mitigation of the disease. The doctor in question estimates the total number of fatal cases during the last three months since the outbreak at about 50,000.

At the February Criminal Session a Chinese boatman was sent to goal for five years for being concerned in the kidnapping of a Chinese boy and a girl from Hongkong. As the result of the co-operation of the Hongkong police with the Chinese Government the little boy, whose age is 10 years, has been discovered near Canton and restored to his parent.

A Chinese constable was charged at the Magistracy this afternoon by the Superintendent of Police for alleged breach of discipline in that he offered to secure a comrade a place in the Force on payment of a sum of \$15. Mr F. X. D'Almeida Castro defended, and his Worship (Mr J. R. Wood) found that the case had not been proved and discharged the defendant.

Great attention is being given by the Australian Press just now to the immigration of Japanese into New Caledonia. It is reported that the Japanese Government is encouraging the emigration movement to New Caledonia. The Press emphasizes the point that this emigration is being encouraged. The islands are being swamped by Japanese and very soon there will be at least 4,000 Japanese there. The Sydney Morning Herald says that Australians could not view unmoved even a peaceful invasion of the Southern Pacific by Japanese labourers.

The first sea-going gas-driven cargo vessel is nearing completion at South Shields. The Holmeford I, is 120 ft. long, with 22 ft. beam, and she will carry 300 tons dead-weight on a draught of 10 ft. She will be driven by a high-speed six-cylinder vertical gas-engine, with double ignition, giving 180 brake-horse-power at 450 revolutions. The gas will be produced from anthracite coal. A feature of the engine is the hydraulic transformer clutch, by which the revolutions are reduced on the propeller to 120 or less at will, and by which the propeller can be reversed without reversing the engine. The consumption of coal will be from 25 cwt. to 30 cwt., as against 34 tons necessary for boilers to produce an equal power.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—
Anson Petroleum Co. £50
Ho Kam Tong Esq. £25
E. Palmer Esq. £25
H. M. B. Nomin Esq. £25
Palmer and Turner £25
A. L. Martz and Co. £25
McEwen, Frickel and Co. £25
W. R. Loxley and Co. £25
Schuldt and Co. £25
Shaw, Jones and Co. £25
H. Price and Co. £25
J. D. Humphreys and Son £25
H. W. Two Esq. £25
A. Hamel Esq. £25

SOCIAL AND PERSONAL.

Among the passengers by the China from San Francisco is Mrs. A. B. Moulder.

Captain A. M. Cardew, R.E., has been ordered to China to study the language of the country.

The Rev. Dr and Mrs Macleagan, of the E.P. Mission, Swatow, are passengers by the P. and O. steamer Nore, sailing from Hongkong to-morrow.

The Secretary to the Hongkong Chamber of Commerce informs us that the Jubilee dinner has been fixed for Monday, 3rd April.

Mr W. D. Barnes, the newly appointed Colonial Secretary of Hongkong, left Singapore by the P. and O. mail steamer on the 10th inst. on three months short leave before joining his new post.

Dr Geo. A. Morrison, The Times Special Correspondent, Dr Farrar, the British Plague Expert, and Dr Aspland, one of the medical missionaries who have done such good work up in Harbin this year, arrived in Peking on the 9th inst.

GOVERNMENT HOUSE.

We are desired to state that Lady Lugard will not be at Home on Friday next, the 24th instant, as she will be in Canton on that date. Her usual weekly At Homes will be resumed on Friday, the 31st instant.

The weekly musical practices at Government House on Wednesdays will be discontinued for the present.

LAUNCH OF A MOTOR BOAT AT KOWLOON.

A very powerful twin screw motor launch which has been built for the Tonkin river rapids was launched at Kowloon docks on Monday, in the presence of Mr R. M. Dyer, chief manager, Captain Bismarck, of the s.s. Charles Hardwicke, and others. The launch is named the Mares and its dimensions are 60 ft. x 12 ft. x 3 ft. 6 ins. The two four cylinder motors are capable of developing 45 horse power. The launch has been constructed under the supervision of Captain Bismarck.

LADY LUGARD'S "AT HOME."

The cold wet weather of Monday evening acted as no deterrent on Lady Lugard's guests, for her "At Home" at Government House was very large attended. A very delightful programme of music was discussed, as will be seen from the appended programme:—

PART I.
Duet—for 2 pianos, Schumann.
Mrs Tibbs and Mrs Cousins.
Aria—"Che Faro," Gluck.
Mrs Schofield.
Duet—"The Night Hymn at Sea," Goring Thomas.
Dr. and Mrs Schofield.
Violin Sonata, Op. 100, 1st movement, Brahms.
Mrs Grove and Mr Timmerscheidt.
PART II.
Fantasie—Schuck, Schumann.
Piano—Mrs Grove; Violin—Mr Timmerscheidt; Cello—Mr Grove.
No. 4 of the "Serious Songs," Brahms.
Mr Grove.
Trio in B flat, 1st movement, Rubinstein.
Piano, Violin and Cello.
Part Songs:
(a) "Serenade," Brahms.
(b) No. 3, Liebeslieder, Brahms.

CORRESPONDENCE.

BATTERY PATH AND AUTOMOBILES.

(To the Editor of the "CHINA MAIL.")
Sir,—May I through your columns direct the attention of the Capt. Superintendent of Police to the great danger to life and limb caused by automobiles using Battery Path. Surely if automobiles are forbidden on Kennedy Road, a narrower and much more frequented thoroughfare like Battery Path should also be a prohibited area. Yours truly,

PEDESTRIAN.

Hongkong, March 20th.

PATRIOTS IN HEUNG SHAN.

The gentry in the Heung Shan District seem to be very much disturbed over Macao boundary affairs. One has to be on the spot in order to know exactly what has occurred but the native papers aver that the Heung Shan gentry seem to think that their interference is justified. There has been a large meeting of fiery spirits where the whole situation was discussed. The officials appear to have attempted to suppress the meeting but failed. The leaders of the agitation have promised money in order to raise a local militia which shall defend the border, and the announcement caused great enthusiasm among those who were present, for we read that their cheers "filled and shook the building." The pronounced intention is that, if the officials do not take steps to protect the district, then the people with their own militia will take the matter into their own hands, and will proceed to defend their territory and keep off any aggressors.

[CORRESPONDENT.]

PARLIAMENTARY PLANS.

UNUSUALLY SHORT EASTER RECESS.

(Reuter's Service to the China Mail.)
London, March 21.

The Premier (Mr Asquith) stated in the House of Commons last night that Parliament would rise on April 12th and reassemble on April 18th. This will be an unusually short Recess.

RUSSO-CHINESE AFFAIRS.

TEST MOBILISATION IN PROGRESS.

(Reuter's Service to the China Mail.)
London, March 20.

A St. Petersburg telegram says China has not yet replied to Russia's note of the 15th instant.

"A test" mobilisation in the territory of Semirechensk is proceeding.

CHINESE REPLY SATISFACTORY IN ESSENTIALS.

(Reuter's Service to the China Mail.)
London, March 21.

A telegram from St. Petersburg states that the Chinese reply to the Russian note has been received. It is understood to be satisfactory in essential points, but China will be asked for more explicit explanations on certain minor points.

HAVE HOSTILITIES COMMENCED?

(Wah Tat Yat Po's Service.)
Peking, March 20.

His Excellency Yun Tai Fa, Governor of Sinkiang, has wired that the Russian troops while passing through the country forced the people to provide them with provisions.

BAGDAD RAILWAY.

PREPARING FOR CONSTRUCTION.

(Reuter's Service to the China Mail.)
London, March 20.

From Constantinople it is reported that the agreement for the construction of the Half-Bagdad section of the Bagdad Railway will be signed to-day.

The Daily Telegraph states that the Company undertakes to complete the Bagdad section in five years and waives the right to the Gulf section receiving compensation in the event of any others constructing it.

SUGGESTED MILITARY COMMISSIONER IN MONGOLIA.

(Wah Tat Yat Po's Service.)
Peking, March 20.

Prince Tsai To and the Minister for War, Yin Ching, have proposed the establishment of a special military commissioner in Mongolia.

THE YUNNAN BOUNDARY.

VICEROY PROTESTS.

(Wah Tat Yat Po's Service.)
Peking, March 20.

During the course of negotiations between the Wai-wu-pu and the British Minister, the latter insisted that the delimitation of the Yunnan Boundary must be done in accordance with the English map. The British Minister also made another demand which the Wai-wu-pu would have agreed to had it not been for the protest made by the Viceroy of Yunnan.

TROUBLE WITH JAPAN.

(Wah Tat Yat Po's Service.)
Peking, March 20.

His Excellency Shih Leung, Viceroy of Manchuria, has wired that some Japanese have killed several constables and wounded others and that the Japanese Consul has demanded the abolition of the police force in An Tung Fung Tin and Hsuan, otherwise he will increase the number of the guard troops.

HIGHLAND NECTAR

SCOTCH WHISKY.

MILD MELLOW MATURE

A VERY OLD SCOTCH WHISKY AS MILD AS MILK.

Price \$23 per dozen.

PROPRIETORS:—THE DISTILLERS Co., Ltd, London and Edinburgh.

SOLE AGENTS:

H. Price & Co., Ltd.

12, Queen's Road Central Hongkong, and 63, Balphong Road, Kowloon.

[CORRESPONDENT.]

JAPAN'S CORONATION SQUADRON.

EQUIPMENT COMPLETED.

(Independent News Agency's Service to the China Mail.)
Tokyo, March 21.

The battleship Kurama and the cruiser Tone have now received their full equipment preparatory to leaving for England where they will represent the Japanese Navy at the Coronation of King George. Everything was completed yesterday.

Vice-Admiral Shimamura, commander of the Second Squadron, will now embark with the members of his staff. During his absence the Second Squadron will be commanded by Rear-Admiral Yashiro.

The Coronation squadron leaves for England on the 1st of April and is expected to arrive at its destination on the 9th July.

SALT REVENUE INCREASED.

(Wah Tat Yat Po's Service.)
Peking, March 20.

The minister in charge of the salt monopoly has ordered that from March 30, the price of salt in the province of Kwangtung be increased four cash per catty.

ALLEGED SEDITIONARY LITERATURE.

Two Chinese Committed for Trial.

The case in which two Chinese were charged with publishing and distributing seditious literature on "The Ten Evils of China" was concluded at the Magistracy this morning, before Mr E. E. Hallifax. Mr P. P. J. Woodhouse, Deputy Superintendent of Police, prosecuted and Mr R. A. Harding defended.

His Worship asked Mr Woodhouse if he intended calling any more evidence. Mr Woodhouse—That depends upon the opinion which your Worship holds. If necessary I could call Mr Brevin, the Registrar General. It seems that Mr Wong, the interpreter, has been asked questions as to whether in his opinion the articles are calculated to cause tumult in China. But Mr Wong is not an expert on questions of that kind. All he can do is to give evidence as to the correctness of the translations.

His Worship—I think I must take the publications as being calculated to cause tumult and disorder. At least, I am not prepared to say that they are not. They must go to the Supreme Court for the decision of the Attorney General.

Mr Harding said he wished to call attention to two loose leaves and to offer a formal objection to their admission, because there was no proof whatever of sale or distribution of these and they would likely prejudice the prisoners in their trial.

His Worship noted the objection. Mr Harding then directed attention to the fact that in the documents put in there were points in the defendants' favour which had not been translated. In the case of the Ten Calamities only half of the writing was translated, and that half was the part not in favour of the defendants.

His Worship said the other portion also would be translated. Mr Harding said there would be some difficulty in finding bail. If the defendants were "rebels" they would be able to find plenty, but one of them was only a cook, and it would be impossible for him to find \$250.

His Worship—What can they find? Mr Harding—I don't know, but for the cook the figure must be low.

His Worship—I must ask sufficient bail to ensure their appearance.

Mr Harding suggested \$100 for the cook and \$250 for the other.

Mr Woodhouse said he felt like objecting to a low bail for the cook because he was actually the man engaged in distribution.

His Worship committed defendants to the next Criminal Sessions and fixed bail in sums of \$250 each.

THE MOTOR CAR DANGER.

Another Man-slaughter Charge.

Yesterday afternoon there was another fatal motor accident in Hongkong, a Chinese pedestrian being run over in Connaught Road West and injured to such an extent that he later died in hospital. The driver of the car was a Filipino named Angel Henriquez, and this morning at the Magistrate's Court before Mr. B. R. Hallifax, he was charged with the manslaughter. Police Inspector Robertson prosecuted, and defendant was not legally represented. He pleaded not guilty.

Inspector Robertson stated that at about 5.30 last evening the defendant was driving a motor car along Connaught Road West, and at the time there happened to be a good number of Chinese workmen coming ashore by a launch at Jardine's Wharf. The defendant's story was that defendant was running across the street in an opposite direction to that in which the car was proceeding and as he was looking the other way to which he was running he ran straight into the car. Defendant was brought to the station in an unconscious condition and was sent to hospital, where he died at about 9 p.m. With the defendant in the car were two Europeans. It appeared that the car did not stop after the collision but that a Chinese constable took the number of the vehicle.

The first witness called was a Chinese paint-scraper, who deposed that yesterday afternoon at 5 o'clock he finished work with others on board the s.s. Siberia and came ashore at Jardine's wharf. It was raining and blowing hard at the time. Defendant, who was first ashore, was running diagonally across the street in order to get under the verandah opposite, and witness was about fifteen or twenty yards behind him. Suddenly a motor car came along without sounding its horn and collided with the deceased. It struck him on the left side and he fell on his back, the front wheels of the car going over his legs and one of the back wheels over his head. Defendant appeared to be unaware of the fact that the car was coming. The car stopped a moment and a loking took its number. Nobody came down from the car.

His Worship—How fast was the car going?

Witness—Very fast.

What does that mean?—Nearly faster than the electric cars.

What does "nearly faster" mean?—About the same speed as the cars.

How long did you see the car before the collision?—I only saw it after the collision.

And heard nothing of it?—No.

The next witness was another paint-scraper, a brother of the deceased. He said when he first saw the car it was about 80 or 100 yards from the deceased. After the collision the car stopped for about a minute, and as it tried to "run away" again the Chinese around seized it and prevented it from going. Witness saw one European get down from the car, but he could not say how long the car stopped as he assisted in carrying the deceased to the station. The car stopped about two yards ahead of the spot at which the deceased was knocked down. When it collided with the deceased it was "rushing along" and was going much faster than an electric car. Further evidence was called, and the case was remanded.

AMOI HORTICULTURAL SOCIETY.

(From Our Own Correspondent.)

AMOI, March 17.
The Amoi Horticultural Society held its annual vegetable show on Tuesday, March 14th, in the Masonic Hall, Kulsung. The exhibits were received at the Hall during the morning; Mrs. F. Layte, Miss Saunders and Mr. Allen were the appointed judges; and the show was open to the public from 4 o'clock onwards till dusk. Considering the long-continued drought, the show of vegetables was most creditable the exhibits having undoubtedly benefited by the rain of the few days previous to the show. The following were the principal prize winners: Messrs L. I. Thomas, with 7 first, 4 second, and 3 special prizes; H. I. Burryer, with 4 first, 5 second, and 4 special prizes; M. LeComte with 4 first, 2 second, and 3 special prizes; A. Broderick with 3 first, 5 second, and 6 special; W. B. Par with 5 first, 2 second, and 2 special prizes; Messrs Fowler, Kruse, Nielson, Kall, Morley, and Pike were also among the prize winners.

THE END OF THE DROUGHT.
I think we can venture to affirm at last that the drought has come to an end. During the past week we have had hot muggy weather, with fog, and occasional showers, culminating in thunderstorms with heavier rain than has been our lot since the typhoon that passed down the Formosa Channel last August, while up country among the hills a great deal more rain has fallen than even in Amoi. With a week or so more of this kind of weather, all fears of difficulties in rice planting will be needless, and we may even hope that all ponds and wells will get once more refilled. This time luckily the districts on the coast have also benefited in the heavy rainfall. Let us hope that the villagers in these districts will have so much to occupy them in their fields now that they have come to the end of the drought that has claimed their attention so long. For months and in some cases for years past many acres of fields have gone out of cultivation owing to the dangers of clan feuds, and the pre-occupation of the villagers in this desultory warfare.

THE YANGTZE INSURANCE ASSOCIATION.

Declaration of a big Dividend.

Messrs Shaw, Tomes and Co., Hongkong agents for the Yangtze Insurance Association, Ltd., have received a cable from the Head Office announcing that the directors will recommend at the general meeting a dividend of 25 per cent.

INTERNATIONAL PETROLEUM COMPANY, LIMITED.

The statutory meeting of the International Petroleum Company, Limited, was held on Monday at the offices of Messrs. Burdette and Co., the General Agents of the Company.

The notice convening the meeting having been read, the Chairman said:—Gentlemen:—This is the statutory meeting of the Company in compliance with the law. There are no resolutions to be passed, and there is no vote of any kind to be taken. The board got to work as soon as the Company was registered, and I think I may say with confidence we have already done good work on your behalf. I take this opportunity of saying something as to the position and prospects of this Company. The Company was incorporated on the 21st November last and received a certificate entitling it to commence business a few days after. We have gone to allotment on 43,500 shares including the purchase consideration. As the money we have in hand is sufficient for the present operations of the Company, it is very probable that the Directors will not, unless under exceptional circumstances, allot any more shares at par, until receipt of news from the oil-fields, when they should prove satisfactory, as we have every reason to believe, we can get all the financial backing we want. As you are aware this Company was formed to acquire certain oil-fields in the island of Timor. The transfer of the properties to the Company is now being made and in the meantime we have been successful in obtaining a licence from the Government to allow of work being commenced forthwith. The Company has employed Captain E. Theo. Bunje, who has been in the oil business the greater part of his life, to act as field Superintendent and local Manager and under him are two experienced American drillers, and some twenty Chinese mechanics. Mr. Harrison, the former bore master, has been well recommended to us, and we are confident we have secured the best man that could be got in California. Active operations should start in the near future as the equipment for drilling and the men engaged by the Company were sent from Hongkong to Timor about four weeks ago. The General Agents were yesterday in receipt of a cable that the expedition arrived at the oil-fields and that everybody and everything were landed well and that work would commence forthwith. The installation of the derrick in position should proceed as rapidly as possible now and actual deep-drilling operations started. The first well should be completed during July. Sources of petroleum as you are aware are an asset of great importance, and the formation of this Company was the first really serious attempt that had been made in Hongkong to solve the problem of the existence of oil upon a commercial basis in that part of the world. The drilling plants acquired by us are the latest to be had and of the best description, capable of boring to a depth of 3000 feet if necessary. From previous experiences of borings made by Captain Bunje oil was contained at the shallow depth of 45 feet and I am inclined to think that we shall reach the oil sands at 800 feet or so. We are at no distance from the seaboard and the question of transportation by means of pipe lines which is a most important point would be an easy matter. As to the uses to which petroleum and its by-products are put to there is no need for me to dwell or to enlarge upon. It is only the other day that we read the post-prandial speech of the Chairman of the Institute of Engineers and Shipbuilders of Hongkong, in which the building of internal combustion engines were referred to in glowing terms. As a news item I quote the following extract from a shipping paper:—"Messrs Barclay, Curle and Co., Clyde shipbuilders, are constructing for a Continental line a vessel which is said to revolutionise shipping. It is to be a 12 knot boat of 5000 tons gross, driven by internal combustion engines Diesel type, hitherto only applied to tugs and yachts. One hundred tons crude petroleum at 34s. to 40s. a ton will do the work of 300 tons of coal. It will require only half the usual engine and boiler space, and one fourth bunker space, and displace with from 75 to 78 per cent of stokers. The vessel will have no funnels."

That petroleum possesses immense advantages over coal from the point of view of fuel is an undoubted fact. Inasmuch as, in the nature of things, the field cannot come into bearing for some little time, you will understand that at this stage of the Company's affairs we have really nothing definite to say beyond assuring you that we hope to have good news to an early date of successful borings, and that when we meet again we shall be in the position to give you a good account of our stewardship.

A vote of thanks to the Chairman closed the proceedings.

THE SAME OLD STORY.

THE old, old story, told times without number, and repeated over and over again for the last 37 years, but it is always a welcome story to those in search of health. There is nothing in the world that cures coughs and colds so quickly as Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

CERTIFICATED OFFICERS FOR HOME TRADE SHIPS.

For many years the Imperial Merchant Service Guild have impressed upon the Board of Trade the necessity of all vessels carrying certificated officers, for under the existing conditions it would be quite possible for any vessel, even were she so large as the Mauretania, to make a coasting voyage without carrying a single certificated officer on board, provided that no passengers were carried. Recently cases have happened where serious loss of life has been occasioned through untrained persons being in charge of vessels, and Courts of Inquiry have conclusively proved from time to time the gross ignorance of these men with regard to the Rules of the Road at Sea. It was only a few months ago that an untrained man in charge of the bridge of the cargo steamer Paragon ran down the pilot boat Exelsior. This was attended with loss of life. The Court of Inquiry which followed expressed the opinion:—"That a man in sole charge of a steamship at night in a busy waterway, possessing no certificate of competency, was charged with a responsibility which should never be imposed on an officer without full professional qualifications."

It is still fresh in the memory of the public that nineteen lives were lost through the collision between the steamer India and the sailing ship Kate Thomas. A Court of Inquiry followed, and it was proved that neither the Master nor the Mate of the India held certificates of competency, and the Court was strongly of opinion:—"That for the navigation of these in charge of steam vessels of this description should be certificated. Furthermore, that the collision was caused by the man in charge of the deck not keeping a proper look out, ignorantly making use of the port helm, and not complying with Article 23 of the Regulations for the Rule of the Road at Sea."

A more recent case was that of a collision between the steamer Melissae and the fishing boat Alice, when it was found that an untrained officer was in charge of the steamer's bridge at the time, and the finding of the Court in this case was that:—"It was the practice on board the Melissae for one member of a watch, consisting of two men, to leave the deck, thereby leaving the deck in the sole charge of one man, and this practice the Court strongly condemned. The collision was directly the result of this practice."

The cause of the collision and the consequent loss of life was the absence from the deck of the Melissae of a responsible officer, and the neglect of that vessel to observe the Regulations for Preventing Collisions at Sea. The Court suspended the certificate of the Master of the Melissae for a period of twelve months, ordering also that he should pay £50 towards the cost of the inquiry. The certificated acting Second Mate, who was in reality the boatswain and lamp-trimmer, was severely censured and ordered to pay £10 towards the cost of the inquiry. In suspending the certificate of the Master of the Melissae the Court expressed the following important opinion:—"The Court is aware that in doing so, it is inflicting a more or less nominal penalty, inasmuch as Masters and Mates of Home Trade ships not carrying passengers are not required to possess certificates of competency, and the Court is strongly of opinion that in the interests of safe navigation the time has come when all Masters and Mates in the Home Trade should be certificated."

After the conclusion of this inquiry another lengthy letter was addressed to the Board of Trade by the Imperial Merchant Service Guild, and judging from the following reply just received from Sir Walter J. Howell, K.C.B., it would appear that the Guild's representations are about to have the desired effect:—
Marine Department,
7 Whitehall Gardens,
London, S. W.
22nd February, 1911.

Sir, I am directed by the Board of Trade to advise to your letter of the 18th November, drawing attention to the report of the formal investigation into the circumstances attending the collision between the s.s. Melissae, and the fishing boat Alice and with reference thereto to inform you that the question of legislation to require cargo vessels to carry duly certificated officers is now being carefully considered by the Board.

I am, Sir,
Your obedient servant,
(Signed) WALTER J. HOWELL.
The Secretary, Imperial Merchant Service Guild, Liverpool.

It should be mentioned that during the year 1909 a Representative of the Guild on the Advisory Committee of the Board of Trade succeeded in influencing that Committee to adopt a Resolution and to report the matter to the Board of Trade, as one demanding that some action should be taken. In company with two other members of the Committee the Guild's representative personally interviewed Mr. Winston Churchill, the then President of the Board of Trade, with the result that without further argument he promised that legislation would be introduced when an opportunity for amending the Merchant Ship Act occurred. In 1906, when a Merchant Shipping Bill was brought before the House of Lords, Lord Munkers proposed an amendment which would have covered the case, not only in respect to officers, but to engineers also.

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THE MEXICAN TROUBLE.

(From the *Collier's American*.)

WASHINGTON, March 17.

Owing to the raiding of American ranches living over the Mexican border the American Government has made provision for allowing cattle to be brought across the frontier for protection from the raids of the bandits and brigands.

The Treasury Department yesterday issued an order authorizing Mexican cattle without regard to ownership to be brought into the United States under bond. This provision is special and will expire when the present crisis has passed. The bond requires that the cattle be taken out of the country again or pay the usual tariff duty imposed on foreign cattle brought into the country.

This special order of the Treasury is made in response to the representations made by American and other foreigners in Mexico whose ranches are being raided by the contending armies, and bands of freebooters taking advantage of the chaotic conditions now existing in Mexico.

WASHINGTON, March 24.

The country is in a state of suppressed excitement over the present situation between the United States and Mexico. The latest sensation in the matter is the announcement yesterday that Secretary of War Dickinson had delayed his contemplated visit to the Panama Canal for the purpose of mobilizing the second division of the army on the Mexican frontier. The announcement is that the second division will be put in the field before the end of the present month. Preparations are now under way.

REVIEWS.

The Studio.

With the February number of *The Studio* begins a new volume. The place of honour in this issue is given to an article appreciative of the works of Frank Brangwyn, A.R.A. He is a painter standing very much alone, but his style though his style may be to some folks he undoubtedly exerts a strange fascination whenever he exhibits. To begin with most of his subjects are purely decorative and their colour schemes require almost an education in itself to thoroughly understand. All the same Brangwyn has made a position for himself in the world of British art which none but a man of genius could occupy, and as he advances in years his style broadens and deepens. The twenty-eight illustrations which accompany the text give an excellent insight into the work and motive of one of the most modern of painters. Mr. Georges Benoit-Lévy's article on the Swedish sculptor Carl Eldh introduces an artist whose work will undoubtedly become very popular in the years to come. Born of poor parents he had a hard fight to acquire the opportunity for showing what lay within him, but genius will out, and to-day Sweden can boast of possessing one of the foremost sculptors in the world. His studies of the nude take us back to the best age of ancient Greece when beauty of form was allied to purity of motive. Other articles in *The Studio* deal with the paintings of F. H. C. Shepherd, particularly with his interiors; the work of Edoardo Dubois, an Italian painter; some recent designs in domestic architecture; while thirty illustrations accompany a well-digested article on Japanese ornamental basket-work by Oliver Wheatley.

The *Woman Deborah*, by Alice and Claude Akew, London, Geo Bell and Sons.

The latest novel from the gifted pens of Alice and Claude Akew, which is in the form of a sequel to one of their best known works, is swathed in very sombre colours. It tells how those two unhappy beings, Deborah Krikel and Robert Waring just missed "the tide which leads on to fortune" and for the all too brief years that remained to them had to flounder amid the shallows and swamps of disappointment and despair. All through the book as a motive upon which to hang the action of the tragedy we have the image of a stern relentless Deity, the God who declared "Vengeance is mine, I will repay" and against the Calvinistic picture thus conjured up is placed the beautiful vision of the Shulamite, the heroine of the Song of Songs which is Solomon's. But if Deborah makes a satisfactory Shulamite, Robert Waring is disappointing, a man of straw in comparison, who falls at almost every crisis he is called upon to meet. Yet women loved him passionately. Incidentally the book is very up to date with a Bozer rising in China which puts Waring and others in great peril, troubles in Johannesburg, where has arisen another colonial figure after the style of Cecil Rhodes, and the latest developments of plutocratic life in London.

All the World Wondered, by LEO AND MURKIN, London, Methuen & Co.

This volume comprises a number of stories, mostly dealing with theatrical life. Slight in content though they be they help to pass away an idle hour or so very pleasantly. Perhaps those dealing with aspects of Parisian life are the most humorous, but the story of the childless Chicago matron with a cross for bringing back Puritanical notions in regard to ladies' modern costume will evoke even more amusement, for his dry humour is very infectious.

INTERNAL TREATMENT NOT NECESSARY FOR RHEUMATISM.

FULLY nine out of every ten cases of rheumatism is simply rheumatism of the muscles due to cold or damp, or chronic rheumatism, neither of which require any internal treatment. All that is needed to afford relief is the free application of Chamberlain's Pain Balm. Give it a trial. You are certain to be pleased with the quick relief which it affords. For sale by all Chemists and Storekeepers.

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All the World Wondered, by Leonard Morrick.
Wilsons, by Desmond Coke.
Marie Claire, by Marguerite Audoux.
The Thousand Secrets, by John Selborne.
The House of Elight, by Mrs Coulson Kemball.
Greed, by Marie C. Leighton.
The Other Wife, by Olivia Ramsey.
Midsommer Morn, by R. H. Forster.
A Priestess of Humanity, by Mrs Stanley Wrench.
The Woman Deborah, by Alice and Claude Akew.
Rosanne, by Algerine Gissing.
Heart of Gold, by L. G. Moberly.
Hawthrey's Deputy, by Harold Biadloss.
The Brand of Silence, by F. M. White.
The Justice of the King, by Hamilton Deane.
The Riding Master, by Dolf Wyllarde.
Self and the Other, by Victoria Cross.
High Water Mark, by Fergus Hume.
The Little King, by Charles Major.
Chains, by Edward Noble.
Dorinda and Her Daughter, by 'Joia'.
The Lesson, by Gertrude de S. Wentworth-James.
The House of Silence, by Evelyn Everett Green.
The Disappearance of Nigel Blair, by Florence Warden.
The Marriage of Count Malorio, by D. Hugh Frick.

VICTORIA SKATING RINK,

DES VŒUX ROAD CENTRAL.
Opposite the Central Market.

FIVE SESSIONS DAILY.

POPULAR PRICES.

Hongkong, November 29, 1910. 1441

THE EDWARD DISPENSARY,

C. KAMMING & CO., LD

CHEMISTS, DRUGGISTS, etc.

MANAGER—CHENG KAM MING
(Late Head Dispenser, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY DISPENSED.

PURE DRUGS.

PATENT MEDICINES.

PRICES MODERATE.

62 a, Queen's Road Central.

Hongkong, February 9, 1911. 194

TO EXPLORERS OF COUNTRY far from Road or Rail.

MERRYWEATHER & SONS

Are pioneers in manufacture of

LIGHT MACHINERY,

Particularly Pumping Plant.



Speciality: 6-10 H.P. Steam Pump "Valiant," weight 4 cwt.; can be carried by four men.

Write for Illustrated Pamphlet No. 736m.

MERRYWEATHERS'

65, LONG ACRE, LONDON, W.C.

Established over 200 years.

Montague Holborn has decided to make one more effort to win the English Channel, and recently he has commenced to learn a new leg stroke by which he not only hopes to increase his pace, but also to lessen the strain on his stamina. He practised his new leg action—which is known as "the northern kick"—for the first time in Sheffield, but it will take him weeks to become adept in the movement. The "northern kick" is quite different to the action used by southern swimmers, but among its exponents are such men as Darbyshire, Jarvis, Tyers, Nuttall, and Battersby.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

FOR BOSTON AND NEW YORK:

S.S. CHAZEL.....on or about 7th April.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS!

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND 'AFGAR LINE' Proposed Sailings from Hongkong

Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
KUTSANG	Mar. 22nd	UMZINTO	April 10th.
LAIKANG	Mar. 28th	USHELOTI	April 16th.
A. APCAR	April 3rd	UMZINTO	April 16th.
C. APCAR	April 8th	UMZINTO	May 10th.

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A Brilliant, Safe and Cheap Illuminant by Kerosine Oil.

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EXPANDED METAL FOR REINFORCED CONCRETE.

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Buffalo Marine Motors.

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All Kinds of Machinery and Engineering Supplies.

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Pneumatic Tools and Air Compressor for working on Iron, Wood or Rock.

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LIDGERWOOD MANF CO.

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LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative

"ANTHROL"

Destroys WHITE ANTS, and prevents decay.

DODWELL & CO., LTD., Agents.

JOHN & ROBERT HARVEY & CO., LIMITED.

ESTABLISHED 1770.

THE Undersigned have been appointed SOLE AGENTS in Hongkong and South China to the above Company's

WHISKIES.

DODWELL & CO. LTD

INVESTED FUNDS

OVER £12,000,000.

THE STANDARD LIFE OFFICE.

Over £2,000 PAID DAILY IN CLAIMS.

£1,000 POLICY FOR £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALMENTS WITHOUT EXTRA CHARGE.

For rates and full particulars apply to

DODWELL & CO., LTD., Agents.

NOTICE.

H. PRICE & Co., Ltd.

In pursuance of Section 6 of the Company's Articles of Association, the Directors have decided to issue 3,000 un-allotted Shares, (being the balance of 15,000 Shares authorized to be issued under the Company's Articles of Association).

The 3,000 un-allotted Shares will be issued at 20% premium, (i.e. \$12 per share for each fully paid up \$10 Share).

Shareholders whose names appear in the Company's Register are entitled to One New Share for every Four Shares registered in their names on the 11th day of April, 1911.

Applications for the New Issue should be sent to the Secretary of the Company on or before the 11th day of April, 1911, together with cheques in payment thereof, as after that date the Directors will proceed to dispose of all new Shares not applied for without further notice, on such terms and conditions as they may think fit.

The new issue will be entitled to participate in the profits of the Company as from the 1st day of January, 1911.

The Transfer Book of the Company will be closed from the 11th to the 18th April, 1911.

By Order,

A. CHARLTON,

Secretary.

Hongkong, March 6, 1911.

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP via SUEZ, PANG, CHINA, PORT SAID & MANZILLA	NORE	11 a.m. 22nd Mar.	Freight and Passage.
SHANGHAI, KOBE, MOJI AND YOKOHAMA	PAIMA	About 2nd Mar.	Freight only.
SHANGHAI	DELHI	About 31st Mar.	Freight and Passage.
LONDON, via SUEZ, PORT SAID & MANZILLA	DEVANHA	Neon, 1st	See Special Advertisement.
LONDON & ANTWERP via SUEZ, PANG, CHINA, PORT SAID & MANZILLA	PALAWAN	About 5th April.	Freight and Passage.

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC
RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

EMPERESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama,
Victoria, and Vancouver, B.C.
The only Line that maintains a Regular Schedule Service of
13 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec or St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From St. John, N.B.
EMPERESS OF CHINA SATURDAY, 27th APRIL.	EMPERESS OF IRELAND FRIDAY, 5th MAY.
EMPERESS OF INDIA TUESDAY, 18th APRIL.	ALLAN LINE FRIDAY, 26th MAY.
EMPERESS OF JAPAN SATURDAY, 29th APRIL.	EMPERESS OF BRITAIN FRIDAY, 16th JUNE.
EMPERESS OF CHINA SATURDAY, 10th JUNE.	ALLAN LINE FRIDAY, 7th JULY.
EMPERESS OF INDIA WEDNESDAY, 28th JUNE.	

*Empress' Steamships leave Hongkong at 7.00 a.m. and 'Monteagle' at 12 Noon.
All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic
fleet are equipped with the Marconi wireless apparatus.
Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express
Train and at Quebec or St. John, N.B. with Atlantic Mail Steamers as shown above.
The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of
14,600 tons, speed 20 knots, and are regarded as second to none on the Atlantic.
Passengers booked to all the principal ports in Canada, the United States and
Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York
(including meals and berth in Sleeping Car while crossing the American Continent by
Canadian Pacific direct line) £71.10.
Passengers for Europe have the option of going forward by any Trans-Atlantic
Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries,
Members of the Navy, Military, Diplomatic and Civil Services of China and Japan
Governments. Full particulars of application from Agents.
Through Passengers are allowed 'Stop Over' privileges at the various ports of
interest on route.

E. W. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers
(steamed intermediate) the accommodation and commissariat being excellent in
every way.

HONGKONG TO LONDON, Intermediate on Steamer and 1st Class on
Canadian and American Railways, 2nd Class on Atlantic.
Via Canadian Atlantic Port £43.
Via New York £45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA & SAN

FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

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HERCULES 3759 Wilhelmsen April 8th

STRAITLYON 4400 J. R. Shaw April 15th

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of freight and further information,
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FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.

FOR SWATOW, AMOY & FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING.

HAITAN Capt. J. W. Evans FRIDAY, 24th Mar., at 11 a.m.

HAICHING Capt. W. C. Passmore TUESDAY, 28th Mar., at 11 a.m.

HAIRANG Capt. A. E. Hodgins FRIDAY, 31st Mar., at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN Capt. A. H. Stewart SUNDAY, 26th Mar., at 10 a.m.

Steamers will arrive at, and depart from, the Company's Wharf
near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, June 23, 1910.

SWEDISH EAST ASIATIC CO.,

LIMITED.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.

For Freight and further Particulars, apply to

Olof Wijk & Co.,

CHINA AGENCIES,

AKTIEBOLAG.

TELEPHONE No. 171.

Hongkong, January 13, 1911.

Shipping.

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PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu
Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE	TIME
SIBERIA	18,000	FRIDAY	24th Mar., at 1 p.m.
MANCHURIA	27,000	SATURDAY	8th April, at 1 p.m.
MONGOLIA	27,000	SATURDAY	29th April, at 1 p.m.
KOREA	18,000	SATURDAY	27th May, at 1 p.m.
SIBERIA	18,000	FRIDAY	8th June, at 1 p.m.
MANCHURIA	27,000	SATURDAY	24th June, at 1 p.m.
MONGOLIA	27,000	SATURDAY	15th July, at 1 p.m.
KOREA	18,000	FRIDAY	11th Aug., at 1 p.m.

Twin Screw. — Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The P. M. S. SIBERIA will be despatched for San Francisco, via Shanghai,
Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 24th March, at
1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120

24 months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular
and/or Civil Services located in Asia, to European Officials in the Service of the
Governments of China and Japan. To United States Points: Commissioners of the
United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals,
Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian
Points: Members of the Naval, Military, Diplomatic and Consular Offices of the
Governments of China and Japan. These Special Rates apply when travelling at their
own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

China.....10,200 Tons, FRIDAY, 31st Mar., at 1 p.m.

Asia.....9,500 " FRIDAY, 21st April, at 1 p.m.

Persia.....9,000 " FRIDAY, 19th May, at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe,
Yokohama and Honolulu, on FRIDAY, March 31st, at 1 p.m.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class

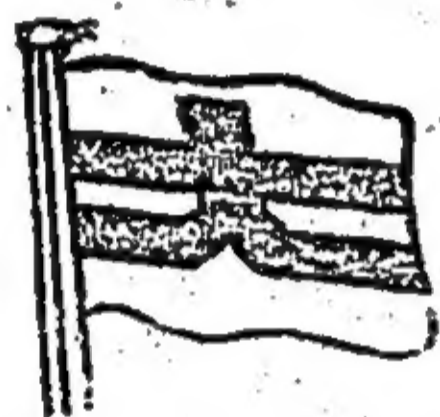
SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports £43.

Hongkong to San Francisco £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports
For further information as to Passage and Freight, apply to the Agency of the
Companies, King's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.



OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANSPACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route
from the Pacific Coast to CHICAGO.)
Taking cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada, also to the Principal Ports in Mexico, Central
and South America.

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, SEATTLE MARU.		6,182	Wednesday, 22nd Mar., Daylight
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, Kobe and YOKOHAMA	MEXICO MARU.	6,064	Tuesday, 4th April, Daylight

The Co.'s newly built steamers have fair speed. Superior accommodation for
steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers
carried at low rates. Best adapted for carrying Silk, Treasure and Parcels.
Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND
FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI, via SWATOW	BUJON MARU.	WEDNESDAY, 22nd Mar., at 8 a.m.
AMOY and FOOCHOW		
TAMBU via SWATOW & AMOY	DAIGI MARU.	SUNDAY, 20th Mar., at 10 a.m.
ANPING, via SWATOW & SOSHU MARU.		WEDNESDAY, 29th Mar., at 8 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout.

First class cuisine.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch
Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIER, PRINCESS ALICE.	Capt. P. Grosch.	(20,300)	WEDNESDAY, 22nd Mar., at Noon.
GIBRALTAR, SOUTHAMP- TON, ANTWERP & HAMBURG			
SHANGHAI, NAGASAKI, KLEIST.	Capt. O. Pahnke.	(17,000)	About WEDNESDAY, 22nd Mar.
KOBE & YOKOHAMA			
MANILA, YAP, ANGAUR, NEW COLENZ.	Capt. H. Regenst.	(8,750)	SATURDAY, 25th Mar., at Daylight.
GUINIA, BRISBANE, SYDNEY AND MELBOURNE			
KOBE AND YOKOHAMA	PRINZ WALDEMAR.	(6,100)	About TUESDAY, 4th April.
KUDAT and SANDAKAN	BORNEO.	(5,000)	End of March.

All the steamers of the European Line are fitted with Wireless Telegraphy. New
System of Teletypes.
For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS & CO.

General Agents, Hongkong & China.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND MOJI	FOOKSANG	WEDNESDAY, Mar. 22, at 8 a.m.
THIRTYNIN, via SWATOW AND WHARF	CHEONGSHING	WEDNESDAY, Mar. 22, at Noon.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG	WEDNESDAY, Mar. 22, at Noon.
MANILA	LOONGSANG	SATURDAY, Mar. 25, at 2 p.m.
SHANGHAI	TINGSANG	SUNDAY, Mar. 26, Daylight.
SINGAPORE, PENANG AND CALCUTTA	LINGSANG	TUESDAY, Mar. 28, at Noon.

RETURN TOURS TO JAPAN. (Occupying 21 days).

THE steamers Kutang, Nanyang and Fooksang leave about every 3 weeks for Shang-
hai, returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric
Light. A daily qualified Surgeon is also carried.

*Steamers have superior Accommodation for first-class Passengers, and are
fitted throughout with Electric Light.

*Taking Cargo on Through-Bills of Lading to Yangtze Ports, Chafon, Tientsin &
Newchwang.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY & SHANGHAI	WUHU	Mar. 22, at 3 p.m.
HAIPHONG	SINGAN	Mar. 23, at Noon.
SHANGHAI	LINAN	Mar. 23, at 4 p.m.
SHANGHAI	CHINAN	Mar. 25, at Noon.
MANILA, CEBU & ILOILO	KAIPONG	Mar. 28, at 4 p.m.
MANILA, ZAMBONGA and USAN	TAIYUAN	April 10, at 4 p.m.

AUSTRALIAN PORTS

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTIN' and S.S. 'SANUI'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light
throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried.REDUCED FARES: Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
accommodation with Electric Light throughout and Electric Fans in the Staterooms and
Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS (S.S. Anhui, Chenan, Linan,
Chinlan)—with excellent passenger accommodation, Electric Light throughout and
Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct
every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday
morning sailing. A Company's launch leaves Marry Pier at 10 o'clock every Saturday
night.

Those Steamers land passengers in Shanghai, avoiding the inconvenience of trans-
shipment at Woosung.

FARES:—\$45.00 Single; \$80.00 Return.

For Freight or Passage, apply to

Telephone No. 86.

BUTTERFIELD & SWIRE,

AGENTS.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. C. B. Butler, Tons 7000	THURSDAY, 23rd March.
	HIRANO MARU Capt. H. Fraser, Tons 9000	WEDNESDAY, 29th Mar., at Daylight.
	TANGO MARU, Capt. K. Kawara, Tons 8000	WEDNESDAY, 12th April, at Daylight.
VICTORIA, B.C. & SEAT- TLE, via SHANGHAI, MOJI, KOBE, YOK- KAICHI & YOKOHAMA	INABA MARU, Capt. Tominaga, Tons 7000	TUESDAY, 28th Mar., at Noon.
	TAMBA MARU, Capt. K. Noda, Tons 7000	TUESDAY, 25th April, at Noon.
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. B. Kon, Tons 7000	SATURDAY, 25th Mar., from KOBE.

SYDNEY AND MELBOURNE, NIKKO MARU, FRIDAY, 14th

via MANILA, THURSDAY, 13th

DAY ISLAND TOWNS, KUMANO MARU, FRIDAY, 13th

VILLAGE and BRISBANE, Capt. M. Winkler, Tons 6000

SHANGHAI, MOJI & KOBE, BINGO MARU, WEDNESDAY, 29th

Kobe & Yokohama, Capt. S. J. G. Parsons, Tons 7000

BOMBAY, via SINGAPORE, AKI MARU, THURSDAY, 30th

AND COLOMBO, Capt. K. Horina, Tons 7000

NAGASAKI, KOBE AND KUMANO MARU, WEDNESDAY, 12th

YOKOHAMA, Capt. M. Winkler, Tons 8000

* Fitted with new system of wireless telegraphy.

* Cargo only. * Carries Deck Passengers. * Outfitting Pass.

PASSENGER SEASON 1911

Sailings and Passage Rates from Hongkong

TO MARSEILLES & LONDON, via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	Rates of Passage, per New Steamer.
IYO MARU	7000	15th	1st Class S Y. 550.00
HIRANO	9000	20th	" " " " R. 825.00
TANGO	8000	12th April	" " " " 2nd Class S Y. 320.00
KAMO	9000	20th	" " " " Old Str. 1st class S 500.00
AKI	7000	10th May	" " " " 2nd class S 330.00
MISHIMA	9000	24th	" " " " " R. 430.00

TO VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers. Tons. Leave H.K. Rates of Passage.

INABA MARU 7000 28th March To Pacific Coast Common Points.

TAMBA 7000 25th April " " " " 1st Class S Y. 530

AWA 7000 23rd May To London via New York 1st Class S Y. 520

Via St. Lawrence 1st Class S Y. 530

With option of Rail between calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

THE CHINA MAIL'S

ILLUSTRATED SOUVENIR

of the British Section of the

Kowloon-Canton Railway

Containing Photographs, illustrations of the

magnificent scenery through which the

line runs, a brief history of the project, an

outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME

PRICE 10 CENTS Each

Hongkong, Sept. 25, 1910. 1187

For Sale at The China Mail Office

5 Wyndham Street.

Notices to Consignees

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERSFOR
MARSEILLES & LONDON.TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Hongkong	Connection Steamers from COLOMBO to MARSEILLES and LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	Leave	Tons	Saturday	Friday
DEVANILA.....	8000	Apr. 1	Moldavia ..	Apr. 20	May 5
DELHI.....	8000	Apr. 15	Mongolia ..	May 13	May 19
ASSAYE.....	7500	Apr. 29	Moresa.....	May 27	June 2
DELTA.....	8800	May 13	Mooltan.....	June 10	June 16

Passengers change steamers at Colombo, and those for Brindisi transfer also to the
Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in
Hongkong at time of booking.

FARES TO LONDON (Including Surplus)

1st Saloon.....£110 Single.....£104.14 Return.....
2nd ..£48.8 ..£72.12 ..In addition to the above Mail Steamers the following:-
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
* NORE.....7000	March 22	May 8
* PALAWAN.....4700	April 5	May 22
* BORNEO.....4000	April 19	June 5
* SICILIA.....6700	May 7	July 1
* SUMATRA.....4500	May 21	July 17
* NILE.....6700	June 14	July 31

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.
FARES TO LONDON (including Surplus).1st Saloon.....£55.00 Single.....£52.10 Return.....
2nd ..£28.10 ..£27.4 ..* Carry 1st and 2nd Saloon Passengers.
For further particulars Apply toE. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For STEAMERS CAPTAIN To SAIL

TRANSFERRING on the Co's Steamers at Singapore for Batavia, at Colombo for
Calcutta, Bombay, and Australia, at Port Said for the Levant, Constantinople
and Black Sea.Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours
railway from Marseilles to London. Interpreters meet passengers on their arrival in
Marseilles.
For further particulars apply toP. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.TAKING Cargo at through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean.
Levantine, Black Sea and Baltic Ports, and Norway and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Bremen, Hamburg & A'werp
S.S. SENEGAMBIA.....24th Mar.	S.S. AMBRIA.....23rd Mar.
S.S. SUEVIA.....7th April	For Hamburg, Rotterdam & Hamburg
S.S. BAYERN.....20th April	S.S. PREUSSEN.....30th Mar.
S.S. FRIEDENFELS.....6th May	For Rotterdam & Hamburg
S.S. SCANDIA.....18th May	S.S. ALESIA.....10th April
S.S. SLAVONIA.....4th June	For Marseilles, Havre & Hamburg
S.S. SAXONIA.....15th June	S.S. RHEINFELS.....15th April
	For Havre, Bremen & Hamburg
	S.S. SENEGAMBIA.....24th April

For further Particulars, apply to
HAMBURG-AMERIKA-LINIE, Hongkong Office.PHILIPPINES STEAM-
SHIP Co.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo.	THURSDAY, Mar. 30, at 4 p.m.
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo.	MONDAY, April 10, at 4 p.m.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C. & SEATTLE,
via SHANGHAI and JAPAN PORTS.

STEAMER.	Tons.	CAPTAIN.	ON OR ABOUT
STRATHARDLE (Chartered)	4380	LAMONT	13th April.
SUVERIC	6332	F. S. COWLEY	4th May.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the BANK LINE, Ltd., carry cargo on through Bills of
Lading to all Overland Common Points in the United States of America and
Canada, and also for the chief ports in Mexico, and Central and South
America. Will call at Amoy and Keelung if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent
accommodation for steerage passengers and a limited accommodation for
Cabin passengers; they are fitted throughout with Electric Light, the
"Lucecric" and "Orteric" also having Wireless Telegraphy. Special
Arrangements have been made for Express Parcels to American and Canadian
Ports.
For Rates of Freight or Passage apply toTHE BANK LINE, LIMITED,
King's Building, Praya Central.

TELEPHONE No. 780.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Abercrombie Mines (New South Wales) always on hand.
For Prices, delivered or ex-Glasgow, apply toANDREW WEIR & CO.,
(THE BANK LINE AGENTS)
King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE:

CONNECTING with the Western Pacific Railway at San Francisco to all points in
the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
x CHIYO MARU.....	21,000	W. W. GREENE	Friday, April 14, 1 P.M.
* AMERICA MARU.....	11,000	A. G. STEVENS	Friday, May 5, 1 P.M.
* TENYO MARU	21,000	E. BENT	Friday, May 12, 1 P.M.
* NIPPON MARU	11,000	H. S. SMITH	Friday, June 2, 1 P.M.

* Triple Screw, turbine engines.
All steamers are equipped with the Japanese Government Wireless Telegraph and
Post Office.
The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRAN-
CISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU,
on FRIDAY, the 14th April, at 1 P.M.

SOUTH AMERICAN LINE:

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO),
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
BUYO MARU.....	10,900	K. HASHIMOTO	Wednesday, April 19, 1 P.M.
HONGKONG MARU.....	11,900	H. HISOKUMA	Saturday, July 17, 1 P.M.
KIYO MARU.....	17,200	H. NISHI	Tuesday, Aug. 15, 1 P.M.

The Steamers "BUYO MARU" will be despatched for VALPARAISO and

The Steamer "BUYO MARU" will be despatched for VALPARAISO and
CORONEL, via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO,
SALINA CRUZ, CALLAO and IQUIQUE, on TUESDAY, the 15th April, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO.....	£ 45.0-0, Single
" NEW YORK.....	£ 60.0-0, "
" LONDON.....	£ 71.10-0, "
" ..	£ 120.0-0, Return 6 months
" ..	£ 125.0-0, " 24 "
" SALINA CRUZ OR MANZANILLO.....	Yen. 370.00, Single
" VALPARAISO.....	" 370.00, "

SPECIAL RATES (first-class only) are granted to the undermentioned and their
families when travelling at their own expense.
To European Points:-Officials of any European Naval, Military, Diplomatic,
Consular or Civil Services located in Asia, European Officials in the Services of the
Governments of China and Japan.To Canadian and United States Points:-Commissioned Officers of the United
States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.
To all Points:-Missionaries and their families.
(These concessions apply to San Francisco line only).These magnificent steamers are most up-to-date and luxurious in every way.
Excellent Cuisine and Accommodation.
The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines
and Triple Screw. Records speed 21 knots.Through Bills of Lading issued to North, Central and South American Ports.
For further particulars as to Passage and Freight apply toK. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

THE EASTERN & STEAMSHIP CO.

AUSTRALIAN

LIMITED.

MAIL

SERVICE

TO AUSTRALIA.

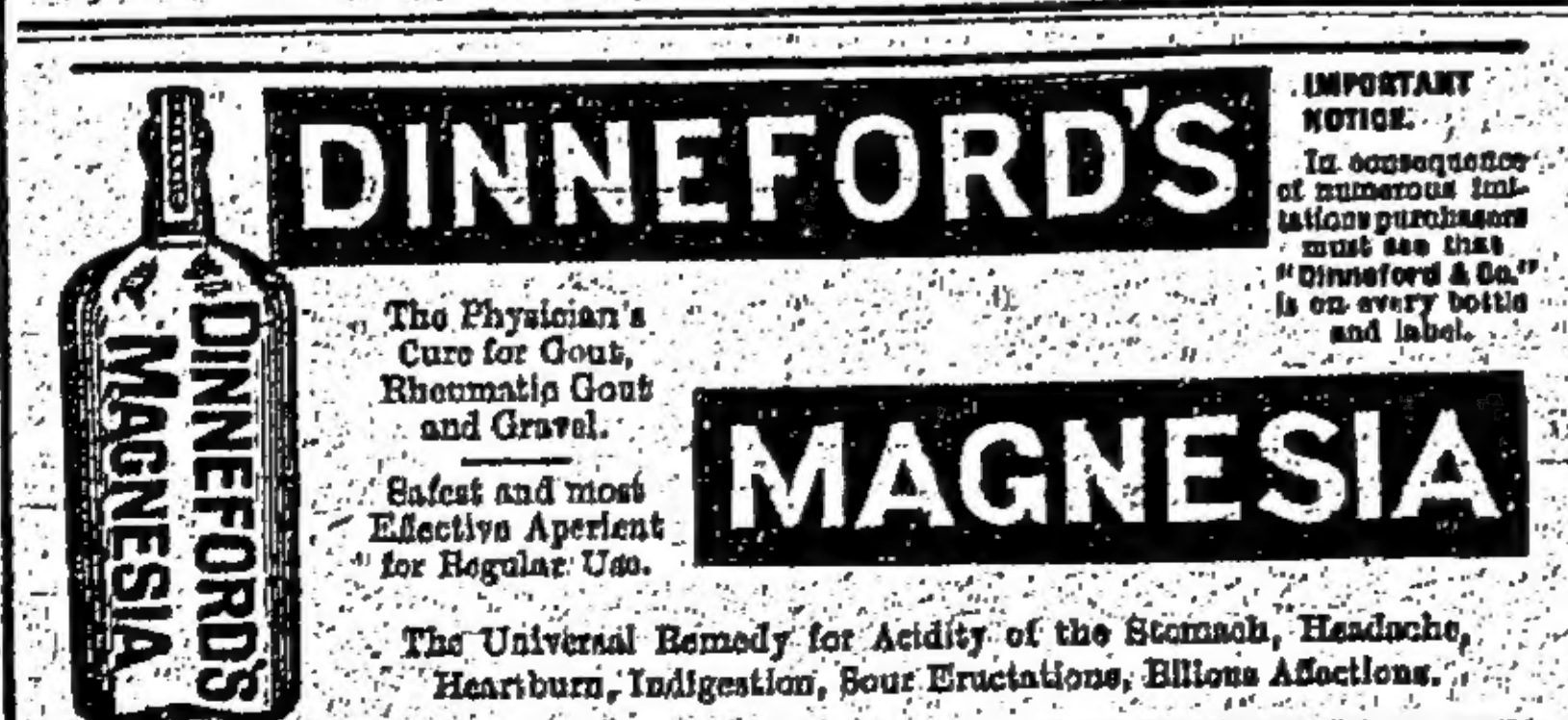
MAIL SCHEDULE

(Subject to Modification)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM.....	Mar. 24	April 16th, at Noon
EMPIRE.....	April 7	April 29th, at Noon
ST. ALBANS.....	May 5	May 27th, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.
For further particulars, apply toGIBB, LIVINGSTON & CO.
Agents

Hongkong, November 2, 1908.



DINNEFORD'S
MAGNESIA

The Physician's Cure for Gout, Rheumatism, Gravel, and all other Urinary Affections.

It is the most effective and most reliable remedy for Gout, Rheumatism, Gravel, and all other Urinary Affections.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

Shipping.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 TONS.

CAPTAIN T. W. GARLICK.

VIA

NAGASAKI, KOBE, and
YOKOHAMAFOR
SEATTLE.

SAILS FROM HONGKONG ON SATURDAY, MAY 6TH, AT NOON.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways
for all points in the United States and Canada; also with Atlantic Steamship
Lines for all points in Great Britain and on the Continent. Direct connection at Hong-
kong for Straits Settlements, Java, India, London and Paris.LUXURIOUS-PASSENGER-ACCOMMODATIONS—Suites and State-rooms (all
outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones,
etc.
Trans-Pacific Cabin passengers may travel by rail if desired between ports of
Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of countess cabin passengers return tickets are interchangeable
with regular mail lines between Japan, China and Hongkong.
For full information regarding freight or passage apply to

NIPPON-YUSEN KAISHA.

Agents:

Hongkong, March 17, 1910.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 16, DES VUEX ROAD CENTRAL, HONGKONG.

SHANGHAI, 2-3, POOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

AUSTRIAN NAVIGATION
COMPANY.

STEAM FOR

TRIESTE Direct, Calling at

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KARACHI, ADEN, SUEZ

AND PORT SAID.

(Taking Cargo at through rates to the

Suez Canal, to SOUTH AFRICA, PERSIAN

GULF, RED SEA, BLACK SEA, LEVANT,

VENICE AND ADRIATIC PORTS).

THE Co's Steamship

CAPTAIN DANNEBERG will be despatched as

above on WEDNESDAY, the 29th March,

at 2 p.m.

(This Steamer has capital accommodation

for passengers, electric light, and carries a

Doctor.

For information as to Passage and

Freight, apply to

SANDER, WHEELER & CO.,

Agents,

Princes Buildings

Hongkong, March 4, 1911.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS, PLYMOUTH

AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CON-

TINENTAL, AMERICAN AND

SOUTH AFRICAN PORTS.

THE Steamship DEVANILA, Captain

H. POWELL, carrying His Majesty's

Mails, will be despatched from this for

BOMBAY, etc., on SATURDAY, the 1st

April 1911, at Noon, taking Passengers

and Cargo for the above ports in connec-

tion with the Company's Steamship

Moldavia, 10,500 tons, from Colombo.

Passengers' accommodation in which vessel

is secured before departure from Hong-

kong.

Silk and Valuable all Cargo for France,

Tea and Cargo for London (under arrange-

ment) will be transhipped at Colombo into

the mail steamer proceeding direct to Mar-

seilles & London: other cargo for London,

etc., will be conveyed via Bombay by the

s.s. Moldavia, due in London on the 12th

May, 1911.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, March 20, 1911.

THE BACK DOOR

A SKETCH OF WHAT MIGHT

HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office,

F. Wyndham Street.

Price 1/- 60 Cents

Intimations.

HONGKONG MOTOR
GARRAGE.

MOTOR CARS

FOR HIRE.

4, 5 or 6 Seats

1st Hour.....\$5.00

2nd 4.00

3rd 3.75

2 or 3 Seats

1st Hour.....\$4.00

2nd 3.00

63, Des Vaux Road Central.

Dragon Cycle Depot.

Telephone No. 452

Hongkong, January 18, 1911.

SINGON & CO.

IRON, STEEL, METAL AND HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers, Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipchangers. Nos. 35 and

37, HING LOONG STREET, (2nd Street, west

of Central Market) Telephone No. 515.

Hongkong, September 4, 1909.

J. EYES

FLUID

SOLE AGENTS,

W. G. HUMPHREYS & CO.,

SANE BUILDINGS.

Hongkong, May 18, 1908.

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15

p.m. every half hour.

SUNDAYS

8.00 a

